nmra magazine

August 2011

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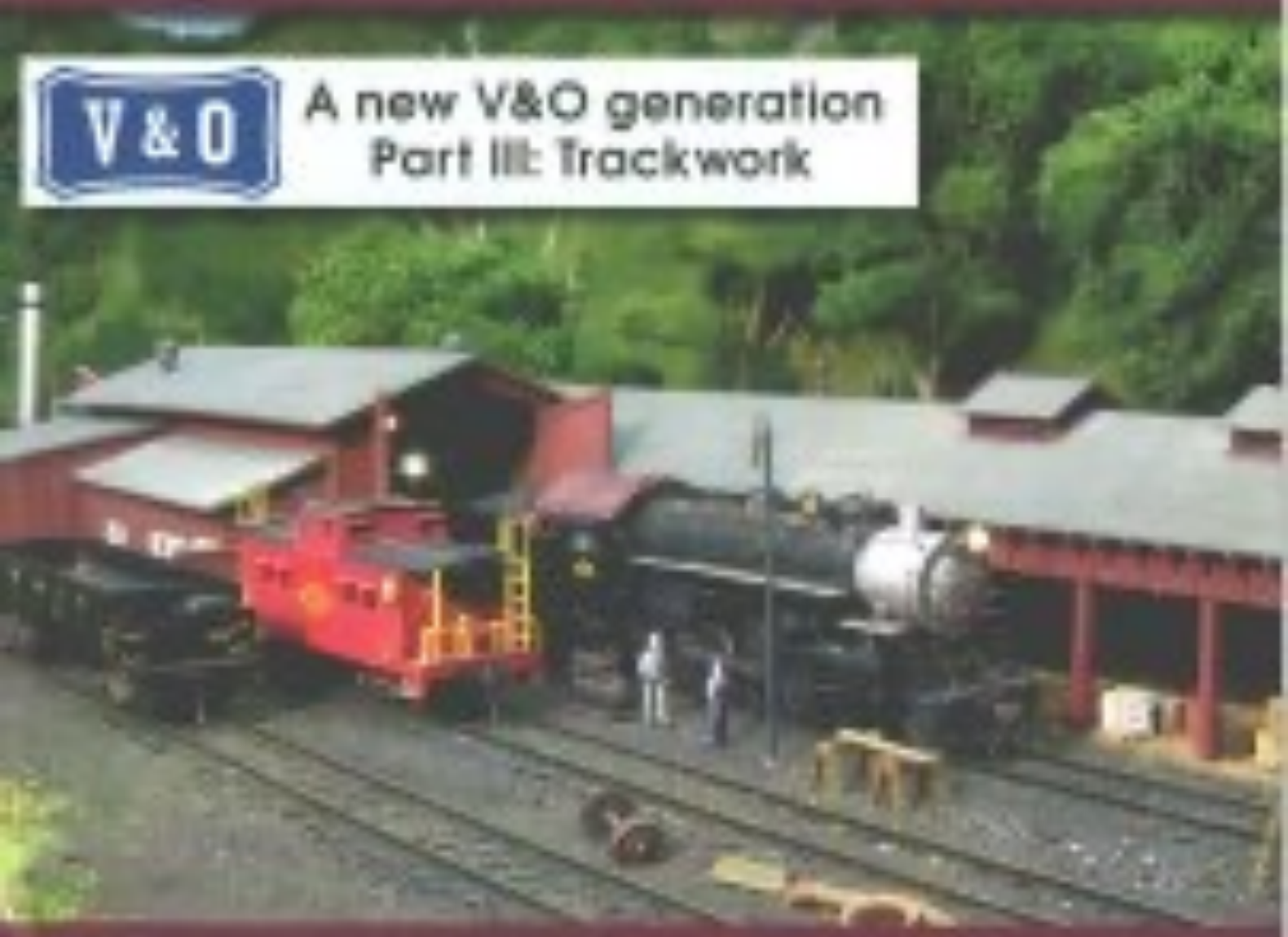
A new V&O generation Part III: Trackwork



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- National Model RR Month
- Upgraded Steam Donkey

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Big Logs, Convention Planner

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The NMRA advances the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

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NMRA President Mike Brevoort

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Further updates of this policy will be issued as they are formulated and adopted by the Board of Directors.

We appreciate that these changes may cause changes in the way that your NMRA organization conducts business and serves its members, but these changes are necessary in this law-evolving paradigm we now live. If you have questions about this policy and how it should be applied, please direct them to me at tomgrim@comcast.net, your NMRA General Counsel, Robert L. Jordan, Jr., at bjord@sjg.com, or

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Reassuring to the NMRA

I have been away from the NMRA for the last ten years and just recently returned my membership after visiting a Fox Valley Division where I went to their Spring meeting and I've read the NMRA Magazine for May and I'm really middle-of-the-fence here. All I can say is wow, you guys are really doing things differently. The Fox Valley Division meeting was informative and friendly. The NMRA Magazine is a first-class publication. I love that National is communicating on the bridges. The satisfaction will increase and reduction. However, the photography is one of this world. A lot has changed in the past ten years. Keep it going strong.

John Pace

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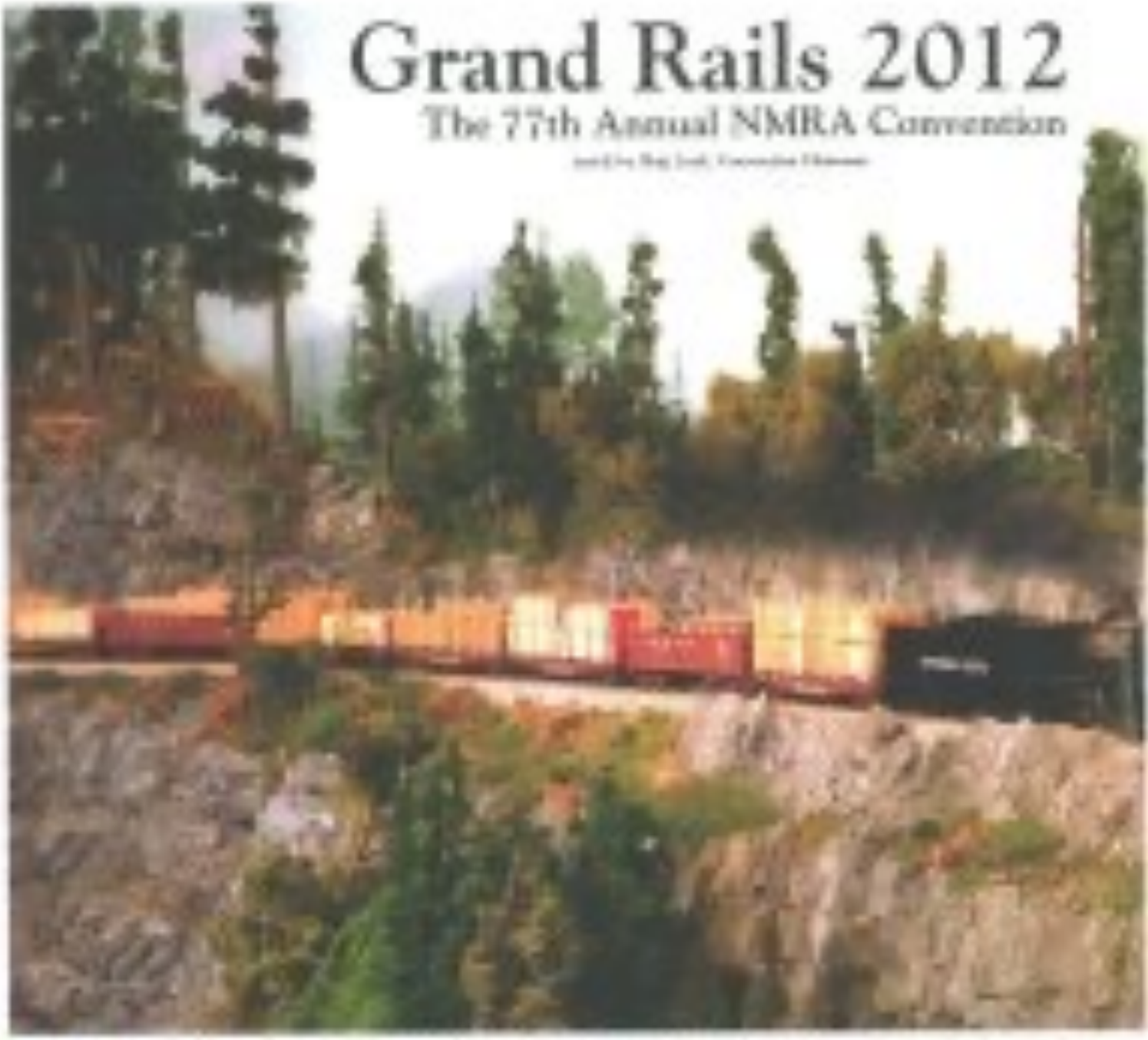
Grand Rails 2012

The 77th Annual NMRA Convention



and Eric Hoyt, Convention Historian

Welcome to Grand Rails 2012, [illegible] Are you ready for a great [illegible] Michigan's west coast, Grand Rapids, and stepping at one of North America's premier hotels [illegible] Arbor as its venue, be designed. Why not it? We think [illegible] special [illegible] one of the world's largest gold and [illegible] the Pantlind Hotel in 1916. The Pantlind, as it was known then, was [illegible] "One of the Loveliest Hotels in America." Today the hotel continues its [illegible] as 13th best in North America.

Grand Rapids was known as the Furniture City in the early part of the 20th century and is still its largest source for office furniture in the country. Furniture manufacturers have today [illegible] to spark the reemergence of the metro's leader in [illegible] the area as new [illegible] as the Grand Rapids Medical Mile has centers for women's health, cancer research, heart health, and children's health, as well as [illegible] for medical students of several [illegible].

This new emphasis makes Grand Rapids a great place to live, as well as a great place to visit.

Now that you know a little about where we are, let's talk about what Grand Rapids has in store for you as an attendee of the 77th annual National Model Railroad Association convention. Grand Rails 2012, your "Region's convention will [illegible] and [illegible]!"

First, Grand Rails 2012 will feature over [illegible] around the world as the host to show [illegible]. Show Hideout, "White Creek Cove," [illegible] 70" gauge [illegible] and [illegible] square-

Above: The chief host shows to the crowds gathered at the Bridge celebration. (Photo Courtesy: Kapuskasing Chamber Blog)

Above: The Lake River Railway's renowned No 90, the machine we hope to [illegible] a steam [illegible] at [illegible] 2012. (Photo Courtesy: Rick Robinson)

Above: Walter Leedy Lee is one of two Grand Rapids residents who received the Order of the Knights of Lafayette. Photo: Courtesy Leedy family

ridingthrough the 1,200 acres of Sanguinet Prairie. Then enjoy the view from the lake around the Isle of Sanguinet.

You can also view the third largest sculpture collection in the world at Meijer Gardens, one of the places listed in the book, *1,000 Places You Should See Before You Die*.

Have you ever visited a presidential museum or a Frank Lloyd Wright prairie style house? Well, you can at Grand Rapids 2012. You'll also see scenes of the frontier of the Michigan Lumber Industry during both the 1800s.

Have you ever seen a genuine Dutch windmill? You can at Grand Rapids 2012. You'll see the 200-year-old DeZwaan Windmill that was taken down brick by brick in the Netherlands and reassembled here in Holland, Michigan.

While in Holland, you will also visit the Feb Factor, enjoy the luxurious customer home of self-made millionaire and inventor Drew R. Feb. He invented the Compressonizer, the first office processing machine. The inventor is found on the National Register of Historic Places for architectural beauty and engineering ingenuity.

Other sightseeing activities include a celebration of Project Linus and visits to neighborhood and making ideas the specialty shown illness, suggestions from a shoemaker and a "pumpkin run" weaving are all part of what awaits you at Grand Rapids 2012.

To go the week yourself, there will be a special welcome reception for all who've you've never old acquaintances or begin new friendships with a meeting every great food and spirits. A special welcome and "take-back" to your room with photo gear of your hotel!

Other special events will include The Old Rural Furnace Train on the Ashton & Blendell Railroad and the Port City Dinner Cruise, where you can enjoy a great dinner and watch the sunset over Lake Michigan.

The Grand Rapids 2012 has over 100 events, so there's plenty to do. We will announce those who have attended the earliest or most convenient, with prizes awarded in the "At and the whole thing" at Grand Rapids 2012.

What's more? Each registrant will have the opportunity to win a [illegible] the Grand Rapids Convention Center. Participants will be provided at each layout you visit so you can go on and discuss with the other people or [illegible] will win a full or [illegible] registration for the convention to Atlanta in 2013!

Take a registration reminding the most exciting nuclear conventions, you will have to add your name to a banner that will be prominently displayed during your convention. Our crew will tally up the convention crew votes to be added to and determine who should be recognized at the banquet.

As you can see we have a lot planned for Grand Rapids 2012 with a lot of exciting things for the delegates at convention conventions, so come onboard for a grand time in a grand city. We look forward to meeting you at Grand Rapids 2012!

Now's the Time to Make Plans For National Model Railroad Month

(and we have a ton of "stuff" you can use!)

[illegible]

[illegible]

Carolina Piedmont Division Raffles a Layout for Charity

[illegible]

Philadelphia Division Sponsors a Multi-state Layout Tour

[illegible]

Piedmont Division Holds a Month-long Pilgrimage

[illegible]

The program has grown substantially each year with a wider area to cover than 10,000 interactions (Riverside local libraries, as well as neighboring states. Last year our program hosted more than 80 book lovers on the bus and had over 4,000 visitors.

This was a positive outreach program encouraging to project and educate folks associated in the habits of reading/storytelling. The confidence was there as it was even positioned during.

Central Indiana Division Brings Kids to the Library

By Laura Jones

The Central Indiana Division (CID) celebrates Model National Month with a fun-filled visit that reaches more than 700 youngsters and their parents. At the Central City Public Library on the north side of Indianapolis, we did a hallway and a meeting room with lessons in children.

Before the doors, the children's librarian works with a co-presenter to arrange reading materials and many story that have involved them. The hallway displays being

Figure 1. Diagram of the hallway display at the Central City Public Library in Indianapolis, Indiana.

in the various rooms. Before the first to get reading/coloring completed the word.

Our CID children's program encompasses three, show + continuous video, and hand-out collected magazines. Our "What's in it?" display is very popular. Previously, we had three at a second room, but found the display were the key interview. We've two were approached by the Circle Model Building Association, we moved the second room our room, adding this and creating room for another interaction in the show.

We have plenty of great parents to assist in the Division, and we great really enjoy the hands-on show, getting great satisfaction from opening up an hobby to our lively young ones. Our library is thrilled with their work, show, which has become a popular tradition and many libraries have appreciated us.

"The local library would probably not enjoy a train show. Many are involved. Our show should with one we find one how well it goes!

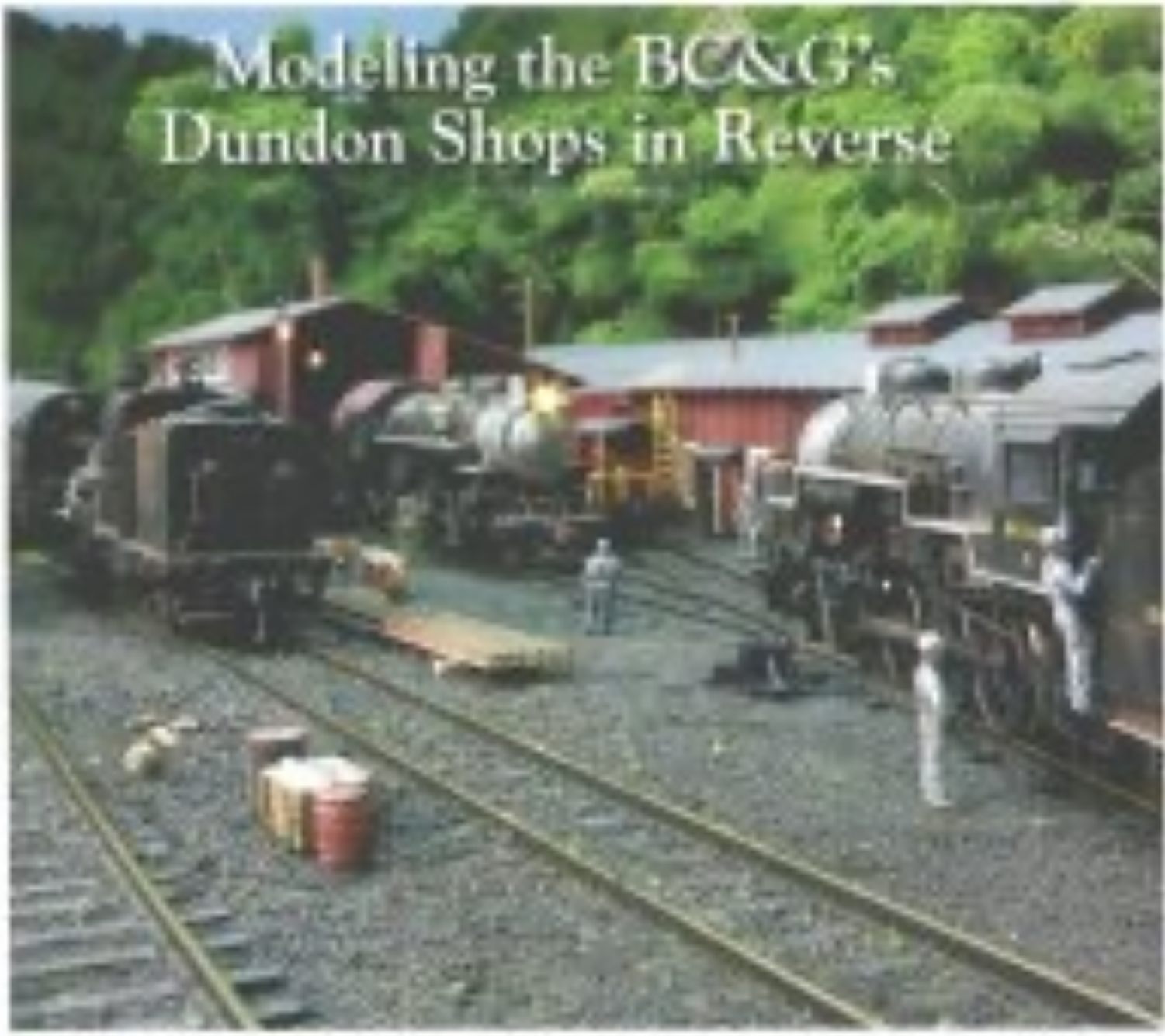
Summary

There are many great ideas that large hobby will give you some of your own. Take it what's right for you, a little planning, and a little elbow grease, how the results can be well worth it. You'll be showing your hobby to potential members and you'll be getting your Division's name out in front of the public.

So, you're thinking right now about how you. Or you can be doing to promote model railroading/hobby? You'll be surprised at how much fun you'll have doing it - and how much that your various audiences enjoy it.

Many NMRA members in someone that we mention do things that are so you can do the hobby and to the NMRA. "With [illegible] years, Annie... and's called National Model Railroad Month!

Modeling the BC&G's Dundon Shops in Reverse



Reworking a Scene to Achieve an AP Prototype Models Certificate

wing over the power to plows.

The piece of rolling stock in the photos for which I had already received a confirmed model-to-prototype ruling from the Railroad Address: 40-ton wreck crane, R-3, and the line's 3322 box car. Work ordered AC caliber, however, on the railroad at Motive "A." It is MCB(C) number CWE1 caliber. Motive "B" that appears in the photos has to my discomfort

were existing the length of the building were and relocated and track been gutted when Belle was rebuilt (others) to maintain the interior of a roller mill. The large doors at both ends of the building were removed to working height. Finally, the wooden tanks on the roof (each from 75 gallon (more than appears in 2018's photo was installed). The photos on this page give some impression of what it was like to look inside the engine house during the day with one of the Consolidations illuminated by the light coming through the high windows.

The long building extending away from the engine house was the machine shop and open air storage. The machine shop was well equipped and its individuals specialized work as a wheel lathe, beam straight, cross through the line was over 180 feet long. the BC&CC's shop crew was able to do all the maintenance necessary to keep the line's motive equipment in top shape. The new model of the machine shop was built and it was in the first edge of the road, there were also just two years light post, and workplace without the motive power. Use

sketch on page 13 shows the major dimensions of the building.

Motive Power and Rolling Stock

In addition to the prototype, the engine house for 107 and there specifically that the modeled motive would at least one model locomotive (Consolidation, rolling stock, caboose or passenger car, exclusively power. Further, at least one of the six required models have to be switchable. At first this seems like a ridiculous limit of course these models can be used to make the requirements of the AP certificates. And indeed can. I have a photo of the Timeless shops that shows rolling stock and motive power that I had already built, and that also met reproducibility judging. In fact the genuine photo first was a perfect for the purposes of this certificate. After all, the judging is of the

rained provided photographs from Motive A among in the same spot. The rules that the certificate allow such deviations with appropriate documentation that rolling stock shown in the modeled scene could have appeared in the given location during the period represented. The model of Consolidation No. 14 in the photo number, the prototype scene although was not a judgment model. One had the same locomotive previously in photos where I showed an entire engine running in engine house while the previous photo shows a model running outside the closed doors. Again, more photos of engines in the yard.

We have built the engine/engine house model in one week ago. I also has been taken conditions and the following week I went to make to bring them up to standards for this scene, the same had to be replaced as you to a more accurate locomotive to fit the engine house. Also, a new road locomotive had to be purchased so the new locomotive scheme would remain.

Other Details

Several other details from the prototype photos were included in the model scene to maintain its history. The newly marked

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pile of rock on the left mountainside and the lights around us the kids were singing a funeral or some such we included. Unremarkable were the pale white and blue telephone pole.

Core was taken to include more time up behind the engine house. Done, along with the new covered bridge to replicate the condition shown in the prototype photo.

remove this. Decided to get being involved deeper the hill.

Conclusions

I learned a couple of important lessons from this project. First, I had read many times that you shouldn't be afraid to make a version of your layout if your skills have improved or other circumstances warrant. One circumstance that I've added to the list of those warranting a redo is making changes needed to earn an AP certificate. In this case it was a very improvement and thus made achieving MMR possible.

Second, when it comes to the AP program, don't assume. Ask! I had assumed that because my model of the Brandon Shops was a scenic image of the prototype it was therefore not eligible for the Prototype Models category. I would have missed a golden opportunity. Perhaps you have some other assumptions about your club layout that you should ask about.

Finally, I'm glad I took the time to do this project. It's been a lot of fun and I'm very pleased with the results. Now when I "visit" the Brandon Shops on my layout and watch the cars go down, popping rights for the day's work, I don't even notice every thing is flipped! ■

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Lakeville Produce Co.

article and photographs by Patrick Farrell, NARP
photographs by Patrick Farrell, NARP, unless otherwise noted

This small building, a landmark in Lakeville, New York, on the road to [illegible], is [illegible] (see story) Lakeville's small industry for 80 years. Upon first [illegible] at the building, [illegible] and photographed it [illegible]. At that time the factory [illegible] closed and the building [illegible]. The siding was [illegible] by the new Livonia, [illegible] Lakeville Railroad. Lakeville, a major community located at the north end of Conesus Lake, presently serves as the railroad's main traffic and engine terminal.

Research found that the building had served many purposes and gone through many appearances. In fact we [illegible] a company whose [illegible] the neighboring farms, packaged them, and redelivered to customer food markets. Before that [illegible] the time I interviewed [illegible] the building was a feed company that had a platform on the west side that no [illegible] connection. When rail service was no [illegible]

Below: The [illegible] building is [illegible] of the photograph [illegible]. The small [illegible] right [illegible] [illegible].

Above: Access doors on each end of the building allow for easy loading and unloading of hay and for bedding removal. Additional doors on the sides provide access to the stalls. Ventilation is provided by the cupola and by the gable vents. Below: In 1999, the building's metal roof was replaced. The original cupola was removed, but the vents were retained. Left: The original cupola was replaced with a new one. Right: The original vents were retained.

gate provided, the platform was removed and cracks could be seen. In 1973, as today, the canopy that covered the platform remains, although it is worn and deteriorated.

Trackwork was replaced by a small shed on the east end, a rectangular addition enlarged from the original loading platform. Previously, a small stockyard had been enlarged to the 1973 specifications.

While I was not able to get inside, I have been told that the roof is replaced several times, but in 1999 the building was remodeled with construction material.

Since the numbering did not take place at C prior, the roof color has varied in appearance, as the roof's overhanging eaves provide color high up on the walls as underside canopy. The red paint still remains under the eaves additions have removed in recent years. The metal roof, while still intact, is moderately rusted.

Modeling the Building

The model can easily be built using commercially available board and battens siding and shingles for the cupola. I suggest basswood, especially if you intend to weather it. Paint both sides to minimize the possibility of warping. Attach siding with a very fine brush and glue for easy handling. A dull red color would be best.

Right: The canopy's roof is a simple structure with the metal roofing material laid over. The structure has numerous X supports.

Metal overhang material for the building, gutters, the cupola, and the canopy is available. Brass-Model Metal has a good color that should be fine for this purpose. Apply the coloring with powdered chalks. The inside additions look as paper reading. Paint the foundation a neutral concrete. Use Bragdon Aged Concrete color here. Next, it was time to glue on the concrete, plastic available used.

While not even a necessity. Tichy windows could be used as well. Tichy No. 8029 for the double hung windows and No. 8023 for the single sash. The hinged door number Tichy No. 8003.

Livonia, Avon & Lakeville Railroad

The present-day LA&L Railroad was incorporated in 1984 after the Livonia Conservancy proposed abandonment of its Livonia Lakeville spur. Passenger excursions were run from Livonia using steam power. Freight was mainly seasonal until

the Western New York Service & Supply Corp. opened a new plant in Lakeville and employed 1,500, as we know on the

At first, tractor passenger trains using a 2.8-2 motor engine. The 27 originated in Lawndale. A 5.8L 14-row diesel locomotive was used for freight; for 1969 the 2.4-3 was replaced with a 2.8-6). 1/4-10. The first of many times, in 85-1 because the maximum tractive power in 1972 "tractor operations would in 1973. Passenger was stopped in 1977.

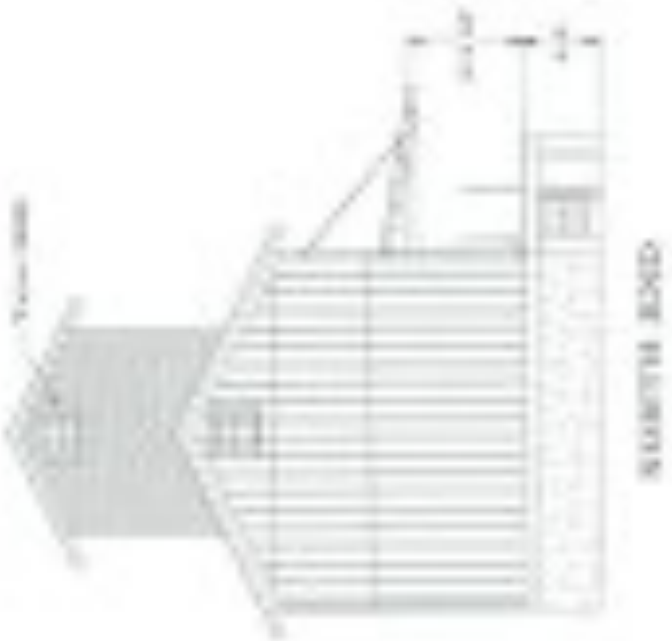
The summer of 1983 brought the opening of Interstate Electric's new plant in Lakeville and car loadings increased to many days 1,700 annually. The railroad has been operated by a G.E. Kimberly, Inc. has Harold Maitland, Cargill, and Perkins in Lakeville, and Florida tomatoes passengers having to leave.

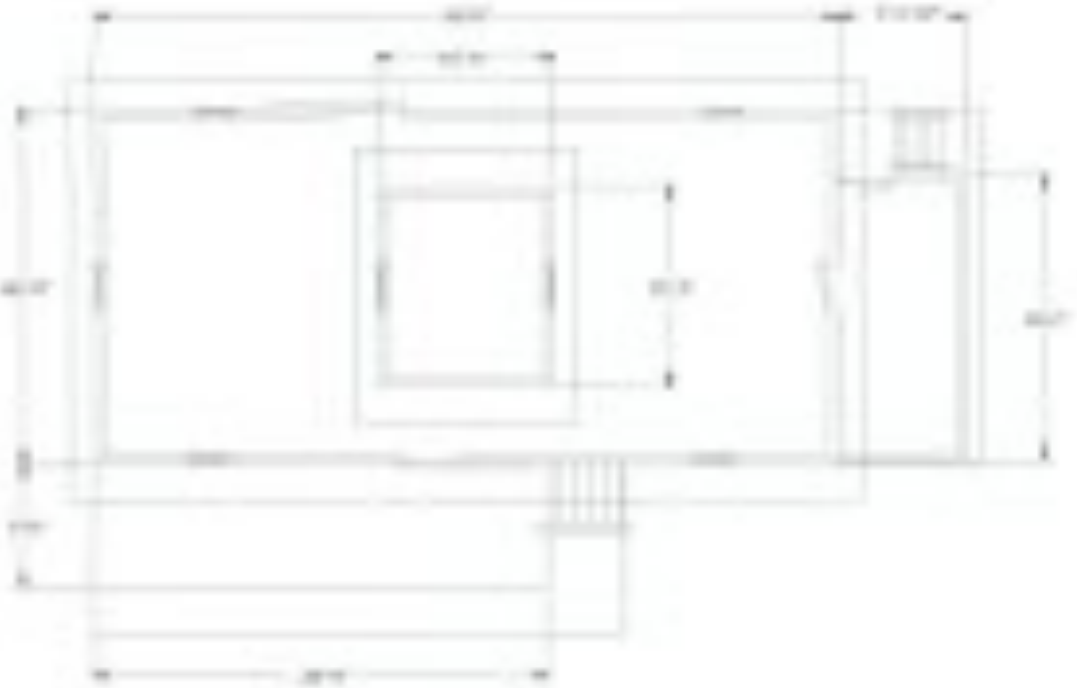
Today, it is not uncommon to see the railroad's commander. Also, power hauling two thousands of dry Lading hopper and grains or sugar, and cars and coal, corn-crop, soybeans and flour, machinery parts, cold, CCC or Gooseneck, Interstate world of Rochester.

Feed Companies

The following information comes from Raymond Bernard, who worked at a feed company in his youth.

"The feed companies owned and supplied most the various livestock on United Canada. Feed was packed in burlap bags, which were used once and were again. Chicken feed and hog feed was sold also. Because of grain was received, as well as grains from the farmers. Many farmers would bring in truck loads of corn, oats, and wheat to be mixed with other grains to the farmer's specifications. This was done while the farmer waited."





Metal Roofing, Typical corrugated, purlin and angle, R.S.

WEST SIDE

SOUTH SIDE

Set Your Sights a Little Higher

article and photos by Dave Lowe (AM)

One quick look at the history of model railroads and you'll instantly notice one thing: As the eras progress it seems to get higher and higher. Today, having a layout "at a level of a [subjectively typical] man's chest height, shoulder height, or even taller isn't that uncommon.

But during that 40 or so years of the history of model railroads, you'll see that they basically stayed the same height.

And that's a problem for someone like me, who enjoys taking model photos as a "hobby within the hobby." Taking those shots have a large depth of field means we highlights & shops (smaller apertures) and longer exposure times. And that makes a tripod an absolute necessity.

So the problem becomes getting the camera up to layout height.

Over the years I've tried all kinds of apparatus to compensate. I propped the tripod up on an old milk crate for a while, until one of the tripod legs slipped into a hole and bent itself beyond use. I put on 2 heavier ones (which helped and eventually the camera to the bench). I even went to the [illegible] store and bought a tripod that would fit on the "point shelf" of a [illegible].

The problem with most of these "solutions" was that carrying the camera was a pain. Bending it up on its feet or shifting it into how to the left was a major ordeal that involved also [illegible] of the whole mess.

But a simple, workable solution presented itself one evening in the form of a 3 inch-long diameter PVC pipe I had left over from a [illegible] project. The bottom section of my tripod [illegible] so

The Log Unloading Platform, Steam Donkey, and Tool Shed

Upgrading a Steam-Power Log Unloading Platform

article and photographs by Richard Kreger

The unloading platform was built over the instructions in the Iron Mt/Iron Dyke Mills at Dyke Creek, Ark., except for the changes listed below. Rod cable was used instead of the wire rope specified, and was held in place with 3/8-in. rod to attach the boom to the platform. The brakes participated with the log was lowered and on the steam/block/donkey was used, the unloading platform was slightly enlarged (from as built), and a steel cable was used to secure the boom to the platform. Additionally, a rod pulley was used under the rod of the boom for the main cable. Kingpin pin assembled wood holders (mine is a wire's bar, wire used a cylinder-shaped to pass wood planks running) rods was substituted for the triangular wood (mine is rod provided by Gary Bell at Knotty and Kentucky was used instead of the wire casting provided.

The wood parts of the unloading platform and boom as received are fine but the fit's inconsistent. The metal parts were covered with a coarse substance of resin and, otherwise smooth, and ended rather. The platform was spray painted Hospital Green Black to the prior levels.

I would suggest the following improvements when building the Iron Mt/Iron Dyke log unloading platform: (1) use pneumatic tensioning operators (shown with as shown found in the boom to boom at Steam Donkey page 171); (2) fabricate clevises to tighten the brakes such as mentioned above; (3) design a cable support system attached to the boom that keeps the boom from falling onto the log ramp; and (4) use rod fabricated standard cable and not wire rope as shown. Working under the rod cable rather than rod cable.

See issue of Dixie Gospel #42 with any questions or comments you may have.

Steam Donkey. These original Dixie donkeys were disassembled, sandblasted, painted, and reassembled prior to assembling the unloading platform. The donkey on the far right was used on the unloading platform. The other two will be used on the second platform. The donkeys are set up for exhibition in this image.

The engine used as a guide for design was the Lincoln Log Steam Donkey. See Issue #42 for more information. Photo: Unknown.

Middle Mountain

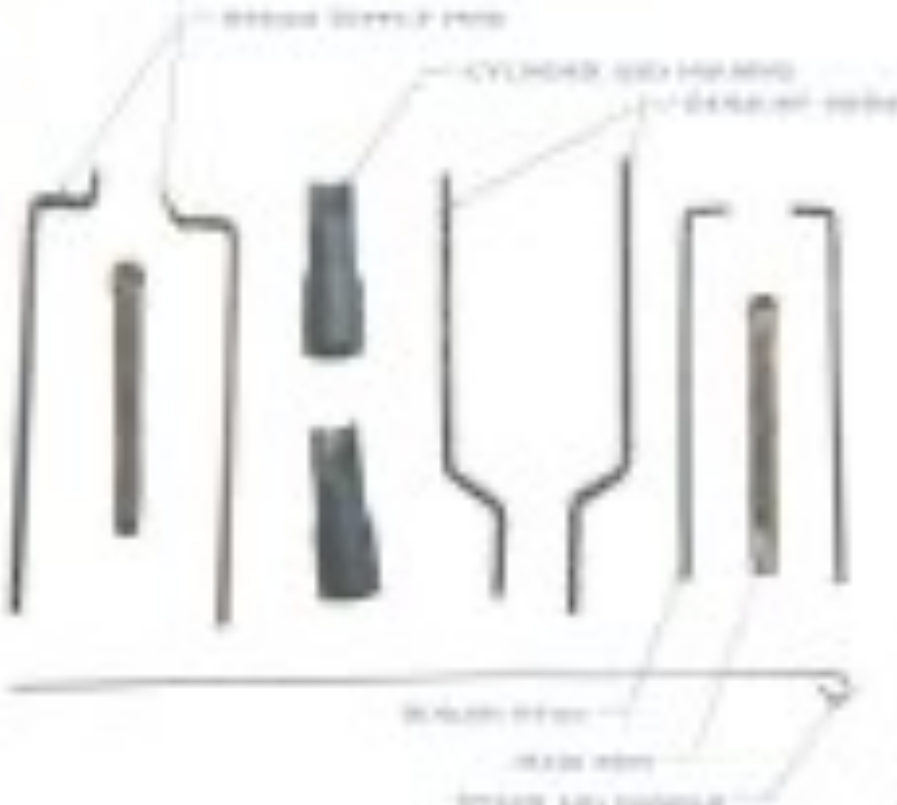
Upgraded Steam Donkey

Donkey Dolloloms: *An endless source of steam, gas, diesel, or electric power, plus drums to hold wire rope, all used to haul logs from the woods, to load a landing, carry equipment, rig up to move, and for the children, keep cats down on farm. Donkey was sometimes originally applied to a little steam engine, or has also come to mean power.*

Above: Shown is a steam donkey skid. The block planks are laid out and then sawed into shapes to improve traction.

Below: Here are the essentials parts to create one. Cut a steam donkey. The majority of parts are simply laid out of different pieces.

Above: The finished steaming product of steam donkey construction — an actual donkey. Cuts, packed load, with donkey, and finished engine.



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PART III: COOKIE-CUTTER & TRACKWORK

A project railroad built for an HMR and a Boy Scout Railroad Merit Badge

article in last Nov. photograph in August '07 Nov. MMR

This railroad project really beginning to get exciting when the Atlas Code 55 roadbed is positioned and we start the process of putting it together. We brought all our elements, rail joiners, and the whole first section of Bernard directly from Walthers. We made several changes to the original Atlas track plan, including the addition of two more track circles and two additional industry track on the upper level, and a couple of additional grade tracks. There was addition "grooves" more readily and switching I replaced the original track with those from an assortment of Bernard. It is a little more difficult to work with, but it is also much more flexible when it comes to laying track.

Prior to starting the placement of the roadbed I believed we assembly portions of the track to use as a guide for locating the ties. We assembled a total of the large curves and the bridges. We purchased a single case from Bridge with the thought of replacing the two girder bridges. We did not with because of clearance issues. The truss bridge had no track "bridge" below

Left: Joel personalized the roadwork on the plywood base's construction gave to another to another. The roadwork was then soldered into large subassemblies that were connected so that the unit could be split.

Top: We pre-assembled some sections using the rail joiners and the Bernard roadbed. Here we are soldering the Bernard rail to the metal rail joiners.

Above: Joel carefully soldered the joints with electrical solder, also making sure the rail joiners did not cool down and melt the plastic ties.

track level and included the wooden running tracks as well. We would have had an option the upper level by simply cutting an inch or more of track. This would have made the grades steeper — a grade will be created from scratch. Three sections of the track from Bridge were used to make the elevated. A figure in the round to make for an that would become the grade and elevated

CROSS
ROAD

Servo Driver

A circuit to control servo motors

Some servos are the only things that move in a prototype robot. How does your model look... great scenery, but nothing moves? That's where we lend an assist.

The Radio Control Driver can a specialised servo that gives a 180 degree movement on command of a control pulse. It can easily be linked to things we want to move on the layout — retail's coming soon, scenery vacuum, locomotive shed doors, and turntables to maximise a layout.

A servo is a geared motor where output wheel or crank can be accurately positioned by a command pulse. The pulse is sent at regular intervals and the servo will hold its new position. The pulse width range is 1–2 milliseconds at about 1.6– 20 milliseconds interval. The exact values need to be found by experimenting, here's a good example. The output wheel or shaft can travel about 200 degrees.

The circuit will generate servo control pulses depending on a switch position. The two control pulse values can be adjusted to set the extremes required. As two potentiometer spindles on the servo face usually is fairly fine.

Servo specifications are varied, as present there is a range in price from £6 to £30. Quality of construction varies, cheaper ones still have nice accurate positioning and perhaps some vibration. I have not tested them all, but most will be suitable.

Pressing the Fire pushbutton gives a single pulse. The pulse is variable from 0.9 milliseconds to 2.1 ms. Since all the common brands of the servo manufacturers seem to share the centre 1.5ms as the neutral range of 1 ms to 2 ms the servo will rotate about 180 degrees. Often the 2 ms can be stretched to 2.3 ms to get slightly more rotation.

There are a number of options to the circuit.

1. The adjustment potentiometers could be replaced with a resistor (4k7 value) if you are comfortable doing so with PC Potentiometers. However it is not impossible to vary the pulse values.

2. One of the adjusting Potentiometers could be replaced with a resistor (4k7 value) if you do not need to adjust one end of the movement.

3. I have set the relay with access the C, NC contacts so that you can "drive" potentiometers (included all the PCB tracks) or switch easily available pulses and servo rotations.

4. A second servo PCB without the regulator could use the 5 volts and ground rails that you have used. Servo 2 could be controlled and link choice to the second PCB.

5. A second set of relay contacts is available for use as needed.

This is a simple circuit. More complex ones can be found to let you also control the speed that the servo moves between the two positions.

Construction

Use the Veroboard pattern. Drive along the copper strips and then cut the copper strip between the holes. Use a small drill bit or a special tool for the holes and cuts. Clean each hole with a copper scraper after drilling. Double check the positions of the holes before you start.

Insert the links and the resistors. Use 22 AWG wire for the copper strip to carry the current. Examine with magnifier to ensure that no cuts are left.

Turn the board over and install the vertical link wires. For a thin single stranded insulated wire. I found Cable coaxial for wrapping wire guitar etc. As you insert and solder the wires, double check the polarity against the component layout diagram to avoid mistakes. There are 13 link wires and the positive wires are marked in red and the negative wires are BLACK on the diagram.

When soldering, put the hot soldering iron against the copper and the component lead and then feed solder onto the joint. The solder should spread around the copper and with up the lead. Pull the lead up the lead to remove the soldering iron to avoid spilling solder on the joint.

Now the diodes (check polarity) and resistors can be soldered in. Next come the LM7805 and relay, potentiometers (Pots), and lastly all the larger components.

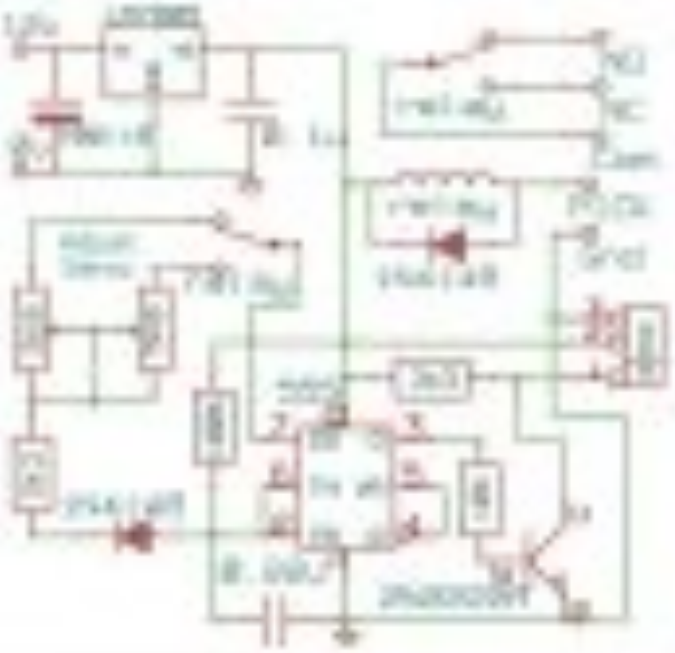
The connections right of relay could be a bit confusing. Remember that the side of it has a diagram on and connects to only inside of a block. They may have two connections connected the other pins (as in the diagram) so as the first of the block. This will have no change the wiring as in the smaller wires. I diagram it in a clear manner.

To finish, do a check check against the two diagrams over the board wires, and use a hobby knife blade alongside each terminal

Modern Model

the copper strips to make sure there are no solder bridges between them and examine closely with a magnifier to ensure all joints are satisfactory.

The servo will need a matching socket to connect it to the prototype vero board. Connect a red wire to the +5V bridging wire (with the "Vero-2 Opt" system shown), a brown wire to the 0V (GND) position and apply power. The servo should move a little or twitch. If not, remove power, change the Pot position shown in step 4 and apply power again. If unsuccessful, then you will have to check the transistor circuitry and wiring again. At this stage, you may wish to connect a three-way servo lead to the servo.



22a Vero-2 Option wires are green

Construction

The installation required will vary from servo to servo and is relatively straightforward. Note that cheaper servos may have metal rather than plastic gears. Some servos have a protective rubber grommet on the servo output shaft which allows a little movement, or play, in its mounting. Other servos have a spring-loaded shaft which allows for slight movement. Whichever type of servo you have, it is important that the servo output shaft is free to move in its mounting and is not fixed rigidly to the servo body. Failure to do this will result in damage to the servo gears.

Before you start to build the circuit, you will need to decide how you are going to mount the servo. Some servos have a metal bracket which is used to mount the servo to the model. Other servos have a plastic bracket which is used for the same purpose. Some servos have no mounting bracket at all. In this case, you will have to make your own mounting bracket from plastic or metal. Whatever you do, make sure that the servo is mounted securely and that the output shaft is free to move in its mounting.

Once you have mounted the servo, you will need to connect it to the output shaft of the model. This is usually done with a servo arm or horn. Some servos have a metal arm, while others have a plastic arm. Whichever type of arm you have, make sure that it is securely attached to the servo output shaft. You may need to drill a hole in the arm to fit the output shaft.

Once you have connected the servo to the output shaft, you will need to connect it to the control system. This is usually done with a servo lead. Some servos have a three-wire lead, while others have a four-wire lead. Whichever type of lead you have, make sure that you connect the wires correctly. The red wire is usually the positive wire, the brown wire is usually the negative wire, and the orange wire is usually the signal wire.

Once you have connected the servo to the control system, you will need to test it. This is usually done by moving the control stick on the transmitter and watching the servo output shaft move. If the servo does not move, check the connections and make sure that the servo is receiving power.

Once you have tested the servo, you will need to adjust the trim. This is usually done by moving the control stick on the transmitter and adjusting the trim until the servo output shaft is in the neutral position. This is usually the position where the servo output shaft is at 90 degrees to the servo body.

Once you have adjusted the trim, you will need to adjust the travel. This is usually done by moving the control stick on the transmitter and adjusting the travel until the servo output shaft moves the desired amount. This is usually the amount that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the travel, you will need to adjust the direction. This is usually done by moving the control stick on the transmitter and adjusting the direction until the servo output shaft moves in the desired direction. This is usually the direction that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the direction, you will need to adjust the speed. This is usually done by moving the control stick on the transmitter and adjusting the speed until the servo output shaft moves at the desired speed. This is usually the speed that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the speed, you will need to adjust the endpoints. This is usually done by moving the control stick on the transmitter and adjusting the endpoints until the servo output shaft moves to the desired endpoints. This is usually the endpoints that the servo output shaft moves to when the control stick is moved from one end of its travel to the other.

Once you have adjusted the endpoints, you will need to adjust the subtrim. This is usually done by moving the control stick on the transmitter and adjusting the subtrim until the servo output shaft is in the neutral position. This is usually the position where the servo output shaft is at 90 degrees to the servo body.

Once you have adjusted the subtrim, you will need to adjust the reverse. This is usually done by moving the control stick on the transmitter and adjusting the reverse until the servo output shaft moves in the desired direction. This is usually the direction that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the reverse, you will need to adjust the dual rate. This is usually done by moving the control stick on the transmitter and adjusting the dual rate until the servo output shaft moves the desired amount. This is usually the amount that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the dual rate, you will need to adjust the exponential. This is usually done by moving the control stick on the transmitter and adjusting the exponential until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the exponential, you will need to adjust the mixing. This is usually done by moving the control stick on the transmitter and adjusting the mixing until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the mixing, you will need to adjust the programming. This is usually done by moving the control stick on the transmitter and adjusting the programming until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the programming, you will need to adjust the failsafe. This is usually done by moving the control stick on the transmitter and adjusting the failsafe until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the failsafe, you will need to adjust the telemetry. This is usually done by moving the control stick on the transmitter and adjusting the telemetry until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

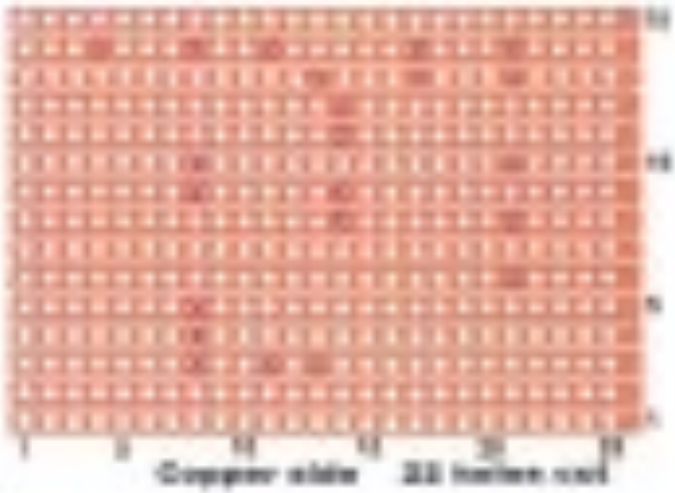
Once you have adjusted the telemetry, you will need to adjust the trainer. This is usually done by moving the control stick on the transmitter and adjusting the trainer until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the trainer, you will need to adjust the sub-trim. This is usually done by moving the control stick on the transmitter and adjusting the sub-trim until the servo output shaft is in the neutral position. This is usually the position where the servo output shaft is at 90 degrees to the servo body.

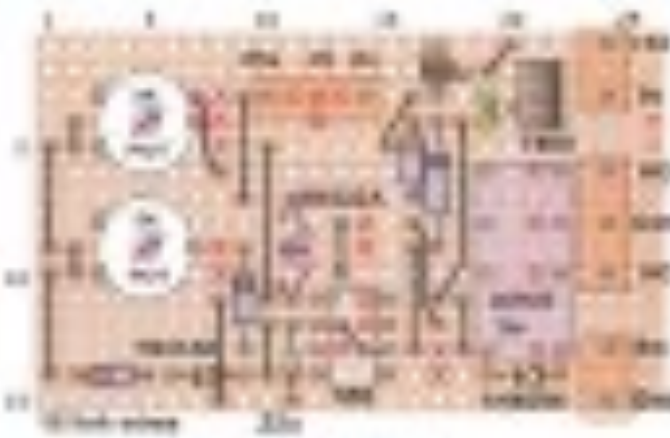
Once you have adjusted the sub-trim, you will need to adjust the reverse. This is usually done by moving the control stick on the transmitter and adjusting the reverse until the servo output shaft moves in the desired direction. This is usually the direction that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the reverse, you will need to adjust the dual rate. This is usually done by moving the control stick on the transmitter and adjusting the dual rate until the servo output shaft moves the desired amount. This is usually the amount that the servo output shaft moves when the control stick is moved from one end of its travel to the other.

Once you have adjusted the dual rate, you will need to adjust the exponential. This is usually done by moving the control stick on the transmitter and adjusting the exponential until the servo output shaft moves in the desired manner. This is usually the manner that the servo output shaft moves when the control stick is moved from one end of its travel to the other.



Copper side 22 holes x 12



22b

Components

Resistors: R1 (330R Ohms) (one of: 330, one) 330R 1 Watt all five 5 watt

Capacitors: 0.1uF, 0.22uF plastic and 1000uF electrolytic 16 volts

Diodes, one each of 1N4148 and 1N4001

Transistor: 2N2222A, 2N3904, BC549 or any other NPN type

1 each 8, 14 DIL, 16 DIL (*DO all suitable)

Relay: Small PC-B type 5 VDC or 6 volts. See notes on which type

Regulator: 5 V 7805 or equivalent

Potentiometer: PC-B mount, 1 or 10k Ohms

Vero PC-B mount terminal strips, 1 of 2 way and 1 of 3 way as required

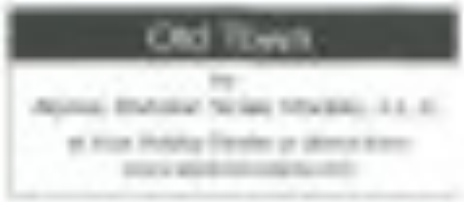
Matching servo socket

Vero (stripboard) 24 holes by 11 tracks

*Relays

Any number of various suppliers should be on the safety web site at http://kits.rc-cars.co.uk/mail. Many sizes to suit an N-MR-A-grommet size and to share for your convenience.

A Log Trestle Ride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Division Business Car

the NMRA at home

Roger Hunter, Division Notes Editor, Joint Liaison, MMR
division.notes@nmra.org

Welcome to the season of streaming. You are down on TV and don't remember what's going to be on there right now, now. Well, one of those is the internet. Divisions about electronic are usually updates on events from previous columns. There will be some things to talk about, now. But one thing I won't be talking about at all will be 2021's "What, after year," NMRA National Convention in Sacramento (last month I covered about most recent about it) what I can't, it's my regular reader-known by now. I have an entire nine-degree column history, the convention each time "Hmm, it's so difficult to write about something that hasn't happened yet." I'll save the convention writings for next time. Now let's get to it with this "wonderful, everything-new" look at the NMRA to which we live, to meet regions, to meet divisions, and to meet train needs. It's the NMRA right at home.

If at First You Don't Succeed...

Last time around I introduced, with great fanfare, a new feature of the columns. Starting in June, it was no longer necessary to go to individual regions and divisions websites to find the events I talked about. Instead all you needed to do was go to one new place... the NMRA Attendance Only website at www.nmra.org/attendance. Then after you registered (or signed in if you already had registered), you'd click on the "ONLY ATTEND" tab to browse the events I talked about. With each event you viewed, you'd be presented a screen that gave the host more or less control over how you registered, collected your money, and so on. Well, one of the events I talked about was the Northern Lights Division Fall Convention, held in Minneapolis, Minnesota, October 15-17. The good news is that as of this writing, those evil cyber spirits have been removed from the system. Evidently all you had to do was click on the "Attendance Only" tab and didn't need to do anything else. Problem solved. Now, when I think on Wednesday, I'll think on Wednesday what you had done. And we'll be adding some more events to it soon, so you'll be able to use it.

The AP at 50

A few months ago, Bob Kelley, about here (in Delaware), the host of the Southeastern Region was celebrating the 50th Anniversary of the NMRA Achievement Program (or as it's being a sort of "AP mentoring" program. I thought to members who were interested in the AP, but had never gotten involved, would be due to meet with qualified judges to have a mini-clinic. So the judges could answer their questions, help with paperwork, and even judge a model if the member felt ready for that step.

Division member Peter Youngblood reported on a recent email that the division event drew a large turnout. In addition to bringing members to the AP, they're now bringing the AP to members at events and conventions. The photo shows a display about the AP put together by Peter that made its debut at the 2020 spring convention in Macon, Georgia, back in May. The full panel features a brief history of both the AP and Master Model Railroader programs. The center panel displays an assortment of AP and MMR certificates, patches, pins, medals, and plaques while the right panel is devoted to the MMR and the judges.

Also featured at the convention was a Mountain Interurban model switch AP featuring MMR's Eric Nichols and Bob Mowry (with Peter), himself a newly minted MMR, as models/judges. The plan was that this would be held in October, but as we've said before, things don't always go as planned. Oh, let me know how it goes once it's finally held. Maybe you could help.

In that same April column, I also told you how the Northeast Lakes Region was offering AM "virtual" examination through remote methods. AP by the Internet. Convenient, but with some downsides. I'm not sure how many divisions have submitted the required AP paperwork that will now show that they've had a history before a face change from 2020 to the present and every AP program for the entire country. Congratulations to the Northeast Lakes Region for a well-done AP idea. And even greater congratulations to any other Divisions or Regions that adopt it!

Don't Tell Me the Bing Ate It!

The best news will be about the division work assignment. I finished just to review of one book in April. You know the one about... I should have mentioned in that's chairman contest reminded us about their assignments and working material with the rest of us? The idea is to gather up as much as possible materials available to Divisions that would like to see their work done but don't know how to go about it. Learning from other Divisions who've been successful at accomplishing these assignments is a powerful head start.

Well, some of you who are reading this probably have remembered the call. But some of you have not... and you know who you are! Of course, I'm sure you have a very good reason, we should encourage every division to work that perfect home-work-savings score. But we encourage you to get to them, and we implore the rest of you to consider an adult education course of your own. Here's an example of what we mean. Here's a challenge.

Our Mr. Lawrence Division of the Kingdom's Northern Region launched a round of railroad-related topics for the public to

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Research & Test Car

Conducted by Robert A. Hess, MMR
Manager, Standards & Conformance Department

[illegible]

Combined Product Review N Scale Micro-Trains 85' Heavyweight Parlor Car and O Scale Atlas Airslide Hopper Car

by Gary Bishop

These products did not receive a Conformance Warrant

This month we'll look at two products at opposite ends of the scale: Micro-Trains N scale Pennsylvania Railroad 85-foot Heavyweight Parlor Car and the Atlas O scale 40-foot Airslide Hopper. Let's start with the Micro-Trains heavyweight parlor car.

Micro-Trains 28-1 85' Heavyweight Parlor Car, N scale

Parlor cars have always offered passengers who are willing to pay extra [illegible] [illegible] 1927, an earlier three-window parlor car was built by Pullman and eventually purchased by Pennsylvania Railroad in 1949. The Blue Dawn was a [illegible] heavyweight car with 28 comfortable parlor chairs and [illegible]. The car served Pennsy [illegible] service until September 1967 when it was [illegible].

Micro-Trains has released an N scale rendition of Pennsy's Blue Dawn with an MSRP of $[illegible]. The model features Magne-Matic magnetic couplers.

[illegible] molded-on underbody details including [illegible] brake gear [illegible], diaphragms, [illegible], window glazing, and a full interior. The model comes [illegible] finished in Pennsy's Tuscan red with a [illegible]. [illegible] In addition to the Blue Dawn, Micro-Trains is also offering Pennsy's 10-1-2 heavyweight sleeper *Elk Bend*, [illegible] and a Pennsy RPO. Additional information can be found on Micro-Trains website, www.micro-trains.com. For the Conformance check, all the applicable NMRA Standards passed, except for the wheel width, which was just slightly undersize.

Atlas 40-foot Airslide Hopper, O scale 3-rail

The September 1953 issue of *Chemical Engineering News* featured an ad proclaiming, "[illegible]" The tour included promotional stops in Cleveland, Minneapolis, St. Louis, New Orleans, Houston, Los Angeles, and San Francisco. Each stop was open to railroad employees, shippers and the general public and featured a demonstration of how the car worked. This marked the beginning of a long and popular production for the manufacturer, General American Transportation Corporation. To be fair, GATX cannot be credited with the first airslide hopper or its design. That honor goes to the Fuller Company in the late 1940s. Fuller was a supplier to the cement market. At the time, the traditional way of hauling this type of product was in [illegible] boxcars. This was obviously [illegible] labor intensive.

August 1993

Table 1: Conformance and Inspection Summary

STANDARDS [illegible] (required for Certification)	[illegible]
S-3 Couplers	Pass
S-4 Wheels	Fail (1)
S-7 Clearance	Pass
S-9 Electrical	N/A
RECOMMENDED PRACTICES (not required for certification)	
RP-20.1 Car Weight	Pass
RP-22 [illegible]	[illegible]
RP-24 Journals and Axles	Fail (2)

Notes:
1. [illegible]
2. [illegible]

Table 1: Conformance and Inspection Summary

STANDARDS [illegible] (required for Certification)	[illegible]
S-3 Couplers	Pass
S-4 Wheels	Fail (1)
S-7 Clearance	Pass
S-9 Electrical	N/A
RECOMMENDED PRACTICES (not required for certification)	
RP-20.1 Car Weight	(2)
RP-22 [illegible]	Fail (3)
RP-24 Journals and Axles	[illegible]

Notes:
1. [illegible]
2. [illegible]
3. [illegible]

[illegible]

NMRA BULLETIN

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or phone 423-892-[illegible] (8am – 4:30pm CT)

or by mail to the address for all under Administrative Department Manager below.

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[illegible]
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Richard Lester Gray, Wyoming

[illegible] — Class
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Dennis Brands, Norfolk, Nebraska

[illegible] — [illegible]
Mid-Continent Region
Dennis Brands, Norfolk, Nebraska

[illegible] — [illegible]
Lone Star Region
Bill McElhenney, Bowden, Texas

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Jesse Yusif Mdee, Wayne, Nebraska

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Lone Star Region
Bill McElhenney, Bowden, Texas

[illegible] — Education
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Bill McElhenney, Bowden, Texas

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Richard Sorgen, Victor, New York

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Niagara Frontier Region
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Pacific Coast Region
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Rocky Mountain Region
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Pacific Northwest Region
James Hendrix, Lakewood, Washington

Pacific Southwest Region
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Rocky Mountain Region
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MEMBER MOMENTS

Lucille Robertson Earns 60th AM

I have received quite a few in my 51 [illegible] — all kinds and all sizes. My [illegible] I would [illegible] by months [illegible] ago. My dad loved cars, and [illegible] he was interested in technology and industry as well. He made it a point to watch cars, the factories and railroads wherever we lived. We moved from Baltimore to Ohio to Illinois, Rhode Island and Pennsylvania as we [illegible] and [illegible]. That curiosity has expanded in other areas. I am very close to my grandchildren, love flowers, hobby and [illegible] science, reading is very important to [illegible] my life.

When I was [illegible] years old "Santa" placed a Lionel Nursery airplane, other [illegible]

Dennis Brown on a recent NMRA visit

Model railroading becomes a passion for me in my childhood. My father, Harry S Dodge, built layouts as the memories of our homes beginning just after World War II through the mid-to late 1960 s that were mostly based on the Southern Railroad. Unlike so many others in the hobby I never had a friend or neighbor who was also into model railroading. I was always the only one in the neighborhood. Not bragging, just a fact. I built my first layout in the basement of my parents' home in Greensboro, North Carolina.

However, my real love of railroading had already begun to be centered in Colorado. In 1955, the family took a trip out west, which included several days in Colorado. My dad had saved that part of the trip to ride the Silver Star (Pullman) from Pennsylvania Station. My father was able to get us on the train, which in my case was a real treat because I was used to flying to see Mom's family. After many years of being stored away, after visiting family in the Grand Imperial Hotel, my mother took my two brothers and me back to the train early and we got seats in the upper level of one of the cars or browsed around at the end of the train. This first vacation with my mom's relatives was in full Autumn foliage mode and memories of the many trips to the west in the 1950s and into the 1960s would become a major influence on my model railroading.

Like many first efforts at a layout, my building was not a total success, but it was a real learning experience. It was great fun to watch trains and imagine imaginary stories as I watched the locomotives go by. While building the layout, my father offered comments and suggestions about what I could improve on my work, which was not always received with due appreciation, but other models showing ways to do things were always welcomed and made positive impacts. This positive reinforcement got me the support I needed to feel I was on the correct path and had a basis of ways to do it right.

One of the most important gifts my father gave me was the ability to act and think about railroading in an unconventional manner. Beginning during the late 1950s and until my father's death during some of Germany's last severe operations in the city of Kiel, his civil position is confounding to a lot of people and even to those who knew of his role. He always had the knack of finding some of the most scenic spots to take his shots while not forgetting about railroads. As and how they work is all done common sense.

After building my own layout, I began construction of my own HO scale layout based on the Denver & Rio Grande. Endurance in this area was tried, and this layout was an example of the mistakes many model railroaders, a lack of commitment should and how real railroads operate. However, it served as a basis to learn to create operation layouts, having a sense of what kind of scenery means and implementing it to create local operators, interesting to watch. Learning new subjects and applying that knowledge would begin to have very the complexity, however subsequently through trials and errors, and applying new actions, ideas to make the enjoyment of reality in a medium that requires great compromise and determination to succeed.

During [illegible] during the mid-1980s, my interest in model railroading revived by building my dream layout of the Denver, South Park & Pacific Railroad in its early years. Realizing the shortcomings of earlier efforts, I focused on recreating a mainland prototype layout based on the year 1880. Fortunately, I had my father's books on the first-place narrow gauge railroads collected in the 1970s and 1980s, which consisted of a rich collection of period photos. Relying on [illegible] I decided to start work with other modelers, who worked on [illegible] experience to the scale and layout where was available in parts or kits. It became readily apparent that collecting as a very period and prototypic representation would demand a level of scratch building. Everyone was available from several suppliers.

In developing [illegible] plan, many compromises would have to be made, but this time only I would be responsible for the [illegible] "buck stops here." My first [illegible] had basics for all roads and little attention to quality scenery. This time I wanted the [illegible] plan that would take them to the prototype with [illegible] accurate scenery. To achieve that goal, I made many trips to Colorado in the 1990s with the express purpose of taking photos and measurements to use as ground cover and also take many, many color photographs of roads and rail lines to replicate such as was [illegible]. Keeping to my objective and constantly reminding myself of what had caused the earnings to my earlier layouts paid off.

In modeling the [illegible] Model Railroad [illegible], I learned another important lesson, it was also practical building open benches and operating sections so that

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by Barry Lambert, Library Director

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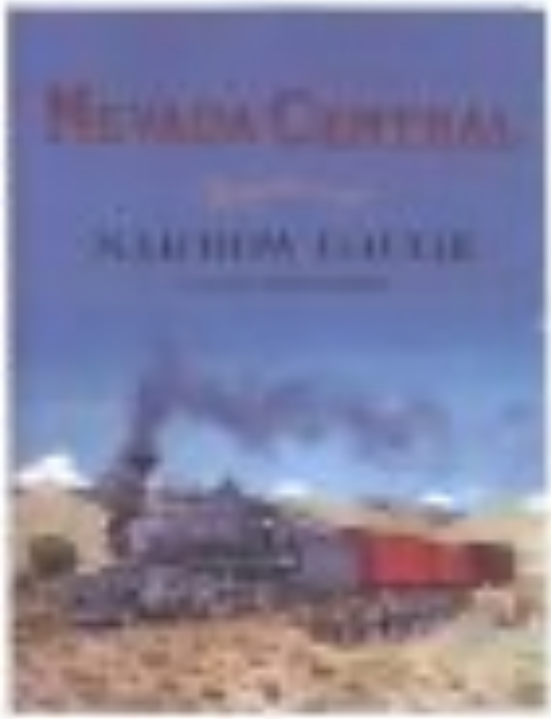
Featured Book

500 Miles Underway — Documented Nonstop Online

By Mallory Hope Ewell. Published by Hershberger Hours Publishing Company, 7230 West Rainbow St., Provo Park, CO 80535. To order, please write to the address above, visit www.hershbergerhours.com, or check with your local bookstore. Hard cover, dust jacket, 384 pages, 300 photos and illustrations. $44.95 plus $4.50 shipping for U.S. addresses.

This deluxe narrow gauge volume traces the colorful story of the three-foot gauge railroad that ran through the heart of the great American West. Built to carry the commerce of the rich silver and gold mines that Nevada Controlled gained notoriety when, for six decades, Chicago called "Gold to the east," the 75-mile long rail route via Interstate Battle Mountain, where it connected with the Central Pacific, to a mathematically distinctive tri-bonder, Nevada. Most of the railway's powerful, the struggling railroad lines owned 40 locomotives between its end points.

The railroad began construction in 1879 as help open up the vast and mostly unpopulated area of the State. Running through some of the most barren and remote high desert wasteland and mountain country in the West, the Nevada Central rolled down through the years with much of its original equipment, mainly because it could never afford to purchase anything newer. The line was finally abandoned in December 1937 and was sold for scrap the next year. The narrow gauge equipment that formed a part of the California State Railroad Museum collection came from the Nevada Central.



Books

Mystery Kits accessories, 44-45 in Index 4-12 (2-2 Extended) Edition

By Lisa J.K. Wittmore. Published by Benchmark Publications Inc. distributed by Hershey Consulting, 7 Arnold Hill Dr., Nevada Fls, NM 87508. To order, please call 505-466-4999, visit www.hersheyhobbies.com, or write to Hershey Consulting at the address above. Hard cover, 160 pages, numerous black and white and color illustrations. $64.95 plus $4.50 shipping for U.S. addresses.

The original World Railroading with John Allen was a soft cover, 144-page book published in 1999 by Kalmbach Books. Its extensive coverage of the layout of Colorado Railroad Museum, and the John Allen Gold Coast Railroad, made it a must for modelers, plus black and white and color photos. Even if you have a copy of the original, you will want a copy of this Expanded Edition for its sturdy hardcover wrapped in a beautiful dust jacket. 160 pages containing the original contents plus additional coverage of the layout of the John Allen Gold Coast Railroad, and a complete list of John Allen photos and articles compiled by Jeffrey L. Wier. ...all finely reproduced on coated art quality paper. Whether you are a John Allen fan or not, this book is a great read.

Book

[illegible]

By John H. Hardin. Published by Rail History Publishing in cooperation with the San Diego Model Railroad Museum. 160 [illegible] Hardcover, 8½ x 11 inches. To order, please call 1-619-696-0199 or visit our shop at www.sdmodelrailroadmuseum.org. Special format, 176 pages, $49.95 plus shipping. CA residents add sales tax.

This volume about passenger trains and passenger service covers the nothing else ever in print. It provides a story about the Santa Fe's normal railroad interior North America and the only short line railroad. Regular train service to a major city (San Diego). Descriptions for [illegible] to 1950 include schedules, consists of trains, roster of passenger service equipment and locomotives, history, detailed drawings of equipment, details, history, photographs, glossary of technical terms, and scrapbooks of the hundreds of passenger cars listed. This book is available from the San Diego Model Railroad Museum gift shop, with the museum receiving 100 percent of the proceeds.

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Some color in builder photos. Union Pacific 40899 was one of 1,000 Pullman hoppers constructed for UP at the AC&F's Huntington shops in the latter part of 1947. This class — numbered 40000-40999 — was designated HK-50-1. Three cars had a capacity of 2,500 cubic feet, an inside length of 40'-6" and a 10'-1" inside width. Although some who are unfamiliar with Union Pacific paint and lettering schemes may assume, both sides of 40899 were identical, that was not the case. Many of UP's hopper cars (regardless size or class) carried the "Serves All the West" slogan on the left side and "Road of the Streamliners" on the right side, and the HK-50-1 class was among them. These words can be large and easy to read, as in the 1948 builder photo, or small and hard to read, as in the 1998 photo.

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